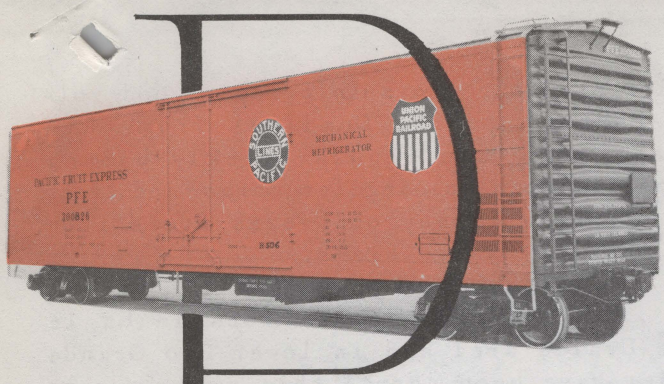

F. E. Dorch
S. R.
NOV 3 1959

NEWS LETTER

PACIFIC FRUIT EXPRESS COMPANY
SAN FRANCISCO, CALIFORNIA

OCTOBER 1959

P.F.E. LOADINGS

	1959			1958		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
September	*26,918*	*2,066*	*28,984*	*26,011*	*2,132*	*28,143*
January-September	*230,546*	*28,391*	*258,937*	*244,709*	*24,954*	*269,663*

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CAR SITUATION

General car situation on Contract Lines became close during last week in September and continued on little better than day-to-day basis through October 17th. It was necessary to obtain about 250 ART cars from D&RG at Salt Lake City for movement west via WP to protect loading on that line in California. Several hundred SFRD cars were also accepted from SFe at Kansas City and moved to Idaho, about 200 RDs were obtained from SFe at northern California junctions for loading on SP, and a total of 100 MDT and NRC cars were moved west from Chicago for our account on October 7th, all of which were received and had moved west from our Council Bluffs gateway by the 12th at which time Contract Lines were notified not to accept any more foreign cars at any gateway for PFE account. Situation improved going into week of October 18th and car supplies should be satisfactory in all areas during remainder of month.

CROP CONDITIONS

ALONG SOUTHERN PACIFIC -

Oregon: All Rogue River Valley pear crops have been harvested and fruit is now in storage. Shipping from storage to eastern markets is proceeding at the normal rate of 15 to 20 cars daily and should continue steadily through the month. Regular shipping of Klamath Basin potatoes is underway with most shipments destined to San Francisco Bay Area. Daily shipments are ranging from 10 to 15 cars daily at the present time and later on the range should increase to around 20 daily depending upon market fluctuations. Loading in territory Eugene and north consists principally of frozen foods, canned goods, and other miscellaneous items.

Northern California: Sacramento and San Joaquin Valleys tree fruit and melon crops are in cleanup stages with nominal

daily shipments to continue through the week of October 18th. Shipping of juice grapes from San Joaquin Valley points has been holding up well and while peak has been passed, shipping will continue in moderately heavy volume through month. Table varieties, such as Emperor and Thompson Seedless, also are moving in fair volume - Thompsons from storage and Emperors both from storage and fresh from packing sheds. Lettuce loading from Brentwood and Patterson areas was in peak of production from 14th through 20th. However, movement will continue in moderately heavy volume until November 1st. Tomato loading in west side of San Joaquin Valley was in heavy volume from October 11th through 17th, with shipments declining gradually thereafter. Movement should continue well into November or until stopped by early frosts. About October 15th canned goods shippers normally turn to refrigerator cars; however, loadings of this commodity have been rather light as shippers continue to favor use of DF box cars for eastern shipments. Salinas Valley lettuce harvests will be practically completed during week of October 18th to 24th, with only a few straggling shipments thereafter. Carrots, celery, and other miscellaneous vegetables from Salinas area are also on downgrade; however, these commodities will continue to move in fairly heavy volume through month and into November.

Southwestern District: In territory east of Banning fall lettuce acreage is reaching maturity; however, with the exception of Willcox area, carload shipments will be very light until early in November. Lettuce loading from Willcox area has been underway since early September, and while acreage was considerably lighter than that of last year, quality and yield have been fair and shipping from the later acreage has exceeded expectations, particularly during period October 14th through 20th when daily loading averaged 40 to 50 cars consistently. In the territory west of Banning perishable loading consists primarily of citrus fruit which will continue to run at rate of 50 cars daily for balance of month. Miscellaneous vegetable loading, particularly in Guadalupe-Santa Maria area will continue to move in present good volume through month. Loadings from this general area are regular weekly banana shipments from Los Angeles Harbor and light but steady movement of frozen foods from Los Angeles-Oxnard areas.

T&NO: Weather conditions in Eagle Pass-Uvalde area and in lower Rio Grande Valley have been normal this year in contrast with unfavorable weather experienced past two years. All vegetable crops are progressing satisfactorily and a good season is in prospect. There has been some light movement of peppers from this area; however, vegetable loading generally will not get underway until November.

ALONG UNION PACIFIC -

Fruit shipments from southwestern Idaho and Malheur County, Oregon, ended during first week in October, leaving only a few cars of potatoes to move during balance of October and a fine crop of onions which have been moving steadily at normal seasonal rate and will continue through fall and winter.

In southeastern Idaho the Russet potato movement got underway early in October and increased steadily in volume with shipments averaging around 200 daily by October 15th. Harvesting in Twin Falls area was still underway during middle of October and farmers were hurrying their operations in order to get potatoes into storages before freezing weather.

Northwestern District: October shipping from this district is running well under that of last year due primarily to the fact that majority of cannery pears are moving by truck this year. Yakima Valley apple harvest is well underway with crop appearing in very good condition due to favorable weather bringing good coloring to fruit. Other commodities loading from this territory consist of canned goods, nursery stock, and some beer loading, which with the advent of heater season October 15th, caused some return to refrigerator cars after general use of box cars through-

out the summer months.

Eastern District: Kearney District potato movement was completed early in month with total shipments amounting to 382 cars, an increase of 130 over last year's total rail movement of 252 carloads. Colorado potatoes are running well behind last year, having had only 143 cars moved during September compared with 219 last year. Trucks are very active in northern Colorado district. Loading of packing house products has been considerably lighter than normal due principally to labor trouble in Swift & Co. plants, affecting shipments out of Gering, Nebraska, and South Omaha.

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The Management extends congratulations and best wishes to following PFE employes who reached service anniversaries with our Company during October 1959:

40 YEARS SERVICE

J. J. Smith.....Store Dept.....Portland

35 YEARS SERVICE

T. J. Lavergne.....Agency.....Avondale

30 YEARS SERVICE

Archie W. Forrest.....Car Dept.....Pocatello
William W. Whitten.....Car Dept.....Pocatello
Louis M. Romero.....Store Dept.....Los Angeles
Lincoln A. Lancaster.....Ice Plant.....Fresno

20 YEARS SERVICE

Albert J. Chaffin.....Car Dept.....Roseville
Frank Morales.....Car Dept.....Roseville

15 YEARS SERVICE

Miss C. G. Gilroy.....AGM's Office.....Chicago
Miss Marie J. Pereira.....Accounting Dept.....San Francisco
Mrs. Billie M. Smith.....Accounting Dept.....San Francisco
Mrs. Katherine B. Steven.....Accounting Dept.....San Francisco
Raymond A. Smith.....Car Dept.....Pocatello
Frank J. O'Connor.....Car Dept.....Roseville

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The following PFE people have recently retired from our service and to each of them we extend our best wishes for a long and happy retirement:

Tony DeCarlo	Carman	Roseville
Homer L. Hawkins	Shift Foreman	Los Angeles
Gregorio F. Fimbres	Carman	Tucson
Evelyn R. Nelson	Equalization Clerk	Chicago

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'Real friends are those who when you've made a fool of yourself, don't feel you've done a permanent job.'

--Marie Fraser

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CHAS. AHERN
Vice President & General Manager